agencies during the last three years, year and agency/factory wise figures;

(0 what is the estimated demand of railway coaches every year;

(g) what steps are being taken to release the amount required for modernisation of ICF; and

(h) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) No, Sir. Integral Coach Factory, Madras has been modernised recently and as such there is no proposal for further modernising the same at present. The proposal for expansion of capacity of ICF to 1150 coaches & EMUs per year has been reviewed and has not been considered essential in view of the present capacity for production of coaching stock being adequate to meet the Railway's current requirements.

(c) Does not arise.

(d) and (e) The target and actual production of passenger coaches and Electrical Multiple Units, Unit and Year-wise figures for the last three Years for Railway and Public Sector Factories is as follows :

	ICF		RCF		BEML		JESSOP	
Year	T	A	T	A	T	A	T	A
1990-91	1000	1013	500	600	400	450	172	110
1991-92	1000	1016	750	915	350	375	197	129
1992-93	1035	1023	1000	1115	350	400	161	121

T = Target A = Actual

(0 Demand estimation for coaches is done only for a S year plan. Estimate of 12080 coaches and Electrical Multiple Units has been made for VIII Plan.

(g) and (h) Do not arise.

Direct Train Between Bombay and Tirunelvelli/ Madurai

2988. SHRI S. VIDUTHALAI VIRUMBI:
SHRI V. GOPALSAMY.

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that there are several lakhs of people of Tamil origin presently staying in Bombay from drought prone areas of the southern Tamil Nadu;

(b) whether it is also a fact that there is no direct train between Bombay and Tirunelvelli/ Madurai for the benefit of these people in Bombay if they wish to commute;

(c) during the last three years the number of representations Government received in this regard with details thereof;

(d) whether it is a fact that recently a memorandum by local people was forwarded by the local MP to the General Manager, Railways, Bombay;

(e) if so, what are its contents: and

(0 whether any action has been initiated by the Railway Administration to fulfil this long pending demand of Bombay Tamils, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) and (b) Regular trains are not introduced for any specific section of population. Bombay-Tirunelvelli/Madurai passengers can travel with a change-over at Madras.

(c) Representations are received at various levels to Government and therefore, it is not possible to quantify the same.

(d) and (e) Yes, Sir. Request for direct train between Bombay and Tirunelvelli.

(e) Introduction of trains is a continuous process subject to traffic justification, availability of resources and operational feasibility. The present arrangements are considered adequate for the existing level of traffic. At present, there is no proposal for introduction of a direct train between Bombay and Tirunelvelli

Inter-City Trains in Bihar

2989. SHRI S. S. AHLUWALIA: Will the

Minister of RAILWAYS be pleased to state :

(a) the number of inter-city trains presently in operation in the State of Bihar with details thereof:

(b) the number of them connected with industrial areas of the State;

(c) whether Government have any proposal to increase the number of inter-city trains in Bihar in the near future; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C LENKA): (a) The following Express trains provide day time service for different towns/ cities of Bihar:—

(1) 3029/3030 Howrah-Dhanbad Coalfield Express.

(2) 3317/3318 Howrah-Dhanbad Black Diamond Express.

(3) 8625/8626 Patna-Hatia Express.

(4) 2883/2884 Patna-Tata Express.

(5) 3301/3302 Dhanbad-Tata Express.

(6) 8011/8012 Howrah-Rourkela Ispat Express.

(7) 8013/8014 Howrah-Tata Steel Express.

(8) 5719/5720 Katihar-Siliguri Express

(b) 7 pairs.

(c) and (d) 3301/3302 Dhanbad-Tatanagar Express has been introduced and the run of Patliputra Express has been extended to/from Hatia from 1-7-93. There is at present no proposal for introduction of any newtrain for/from Bihar.

पश्चिम बंगाल में सियालदह स्टेशन के सामने यार्ड को विकसित किया जाना

2990. श्रीमती सरला माहेश्वरी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिमी-बंगाल सरकार द्वारा सियालदह स्टेशन के सामने यार्ड को विकसित किये जाने की कोई योजना आपके विभाग को भेजी गई है; और

(ख) यदि हां, तो उक्त योजना का ब्यौरा क्या है और इस योजना के क्रियान्वयन की दिशा में कितनी प्रगति हुई है ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

Changing the Arrival Timing of Inter-City Express

2991 SHRIMATI KAILASIIPATT: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any plan to change the arrival timing of newly introduced Inter-City Express between Agra Cantt, to Hazarat Nizamuddin from the present 1000 *AM*. to 0900 AM.;

(b) if so, by when; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C LENKA): (a) No, Madam.

(b) Does not arise.

(c) Due to operational exigencies.

Introduction of Season Tickets for Distance up to 22S Kms,

2992. SHRIMATI KAILASHPATI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any plan to introduce monthly season tickets for daily passengers travelling for a maximum distance 225 Kms.;

(b) if so, by when; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) Season tickets are issued up to a distance of 150 Kms. on the basis of the recommendations of RTEC, 1979. However, as a legacy of the past, season tickets are issued on certain sections beyond 150 Kms. also where such facility existed before 1951, There is no proposal to introduce monthly season tickets up to 225 Kms., as a policy

(b) Does not arise.

(c) The Season tickets are highly concessional. The charges for a second class Monthly Season Ticket ranges between 9 and 20 single journey fares. It is not desirable to extend the existing distance limit of 150 Kms. and thereby expands the scope of concession.

Data of Staff Working in Railway Board

2993 SHRI SYED SIBTEY RAZI: Will the Minister of RAILWAYS be pleased to state

(a) whether any data is available to indicate